

# Shipping

## AMERICAN - HAWN. PLAN TO CARE FOR BIG PUGET SOUND TRADE

A marked increase in cargo offerings to American-Hawian steamers is noted at Puget Sound ports according to advices brought to Honolulu with the arrival of the steamship Columbia now being discharged of a shipment of general cargo and to be dispatched for Salina Cruz by the way of island ports Saturday evening.

The steamships Lyra, Isthmian, Nebraska and Nevada well known here and which have of late been operated on a run between Salina Cruz, San Francisco and Portland, are said to be sent on to Puget Sound to aid in the handling of heavy fall and winter freight, especially consignments of flour, salmon, grain and lumber.

At the present time large quantities of these products are awaiting shipment to southern coast ports and to Europe.

While one or more of the American-Hawian freighters now operated along the west coast of the mainland may be diverted to Seattle and Tacoma, the change in no wise affects the schedule of the seven big steamers which are to make ten day visits to Hawaiian ports.

Persia Expected Here Next Tuesday.

Tuesday, Sept. 17th, has been set as the date of arrival for the Pacific Mail liner Persia, now en route from China and Japan ports to Honolulu and San Francisco. The Persia is reported as bringing 250 tons Oriental cargo and a number of Asiatic steamer passengers. The vessel will berth at Alakea wharf.

Stella Has Arrived at Honolulu.

Eighteen days from San Francisco, bringing a general cargo, the American schooner Stella is reported to have arrived at Honolulu today. Word of the arrival of the windjammer was received this morning through the wireless branch of the Merchants' Exchange.

Sparks From the Wireless.

Kahuku wireless station is in touch with the Canadian-Australian liner Zealandia, en route from Honolulu to Suva, and also with the Tanyo Maru, now steaming to the Coast.

A wireless from the liner Wilhelm is as follows: M. N. S. S. Wilhelm, en route to San Francisco from Honolulu, Sept. 11, 1912, 8 p. m. -127 miles from port. Fine weather, sea smooth and all well.

Schwerin Sees Hundred Million Loss.

NEW YORK, N. Y., Aug. 24.—Passage of the Panama canal bill in its present form probably will result in the scrapping of about \$100,000,000 of investments.

R. P. Schwerin, vice president and general manager of the Pacific Mail Steamship Company, made this statement when asked as to the probable effect of the canal bill on steamship concerns affiliated with railroads.

Schwerin added that enactment of the bill would also wipe out the last American line on the Pacific unless the trade between the Orient and western coast territory develops sufficiently to offset losses of tonnage to Atlantic points.

Schwerin continued: "The method of procedure under which the canal bill reached its present form is one which offers the investor of scores of millions absolutely no chance to be heard regarding a plan to destroy his property."

"It is a mode of procedure absolutely contrary to the spirit of American institutions and threatening the country with all manner of hair-trigger legislation."

"Any wild idea that may seize a congressman at the moment when his colleagues are in the mood may be forged into legislation on the spot before anyone outside the congressional chambers has any inkling that a resolution on the subject is even to be introduced."

Wireless time for trans-Pacific liners.

The prediction is now made that with the establishment of more powerful wireless telegraph stations around the Pacific, clocks of ships at sea will be regulated from Washington.

"Little is known of the possibilities of the wireless or the use to which the ether waves may be put," said Professor George A. Hill of the United States naval observatory. "Immediately on its discovery everybody turned their attention to its immediate commercial value. Now its vast possibilities have won the interest of the scientist."

"We know that when the powerful flash of electricity leaves the aerials it is taken up by the ether. The ether receiving the electricity broadcasts out in waves, similar to waves on a quiet pond caused by the dropping of a pebble. What is the wave of ether and what can it be made to do?"

"We know the exact time of Washington as taken from the sun and the stars. Also we know the exact time of Greenwich. If a flash of electricity is released from the aerials of the wireless automatically by our standard time clock, and received

automatically by the standard time clock at the observatory at Greenwich, the length of time required for the electricity to cross the Atlantic can be readily reduced to tenths of a second by computation.

All Oriental Cargo Records Will Be Smashed.

The prediction was made here with the arrival of the Japanese liner Tanyo Maru that business to and from the Orient this season will break all records. Application for space are being made for months in advance and some of the liners are booked to capacity for several months. Following the course adopted by them last season, it is not unlikely that Dodel and Co. will charter extra freighters for the Orient trade this fall if such are available.

According to advices from the coast the charter market is weakening, according to what exporters today.

The rate of tramp steamers has dropped from 30 shillings to 25 shillings 6 pence, while sailing vessels are bringing 40 shillings instead of 4 shillings 6 pence. At that, the sailing ship owners are "much" happier than they were last year, when they had to fight to get the unit rate of 27 shillings 6 pence, and often failed in the attempt. While a considerable number of vessels have been chartered to load at Pacific coast ports, exports are in the market for more sail and steam.

Santa Maria Sailed for the Coast.

After having been discharged of a shipment of fuel oil the American steamer Santa Maria was dispatched for Port Arthur this morning. The vessel was delayed at this port for some days because of a fumigation for mosquitoes.

PASSENGERS BOOKED

Per stmr. Claudine, for Maui and Hawaii ports, Sept. 13.—Miss C. L. Turner, Miss E. Dunn, Miss Tam Yan, Katie Wong Tong, Miss A. Hoapili, Mrs. L. S. Macey, Miss C. K. Scholts, Mrs. P. Pratt, Miss L. Pratt, Emily Wilkins, Alice Wilkins, Geo. Freeman, W. B. Oleson, Mr. and Mrs. Charles Gay, Mrs. E. J. Smithies, Mrs. J. K. Kaleo, E. J. Smithies, S. Livingston, R. C. Baconman, Mrs. D. P. Fleming, Mrs. F. S. Munroe, Miss Nellie Awan, Miss F. G. Yip, Miss K. H. Case, Mrs. L. D. Menick, Rev. M. G. Santos, Mrs. Santos, Henry Santos, Fred Santos, Alice Santos, E. B. Blanchard, J. Alencaster, Miss M. Bal, Miss L. Richardson, G. S. Raymond, Dr. von Bergman, A. Martinez, J. A. Medeiros.

Per stmr. Maui, for Kauai ports, Sept. 17.—Frank Stone, Mrs. Stone, Mrs. E. H. Broadbent, Dora Broadbent, Alice Broadbent, E. E. Paxton, Rev. Hans Ienbergs, C. A. Rice, Mrs. Rice, A. M. McBryde, Mrs. J. L. Whitcox, Francis Gay.

Per stmr. Mikahala, for Maui and Molokai ports, Sept. 17.—Wm. Knott, E. Pekao, N. Pekao, Mrs. M. Pekao, C. Newman.

Per stmr. Mauna Kea, for Hilo direct, Sept. 14.—A. Gartley, Alex. N. Wahl, Geo. Cook, E. A. Brown, M. Jamie, A. Hansen, E. E. Hartman, Mrs. M. M. Johnson, Miss L. Beerman, Mrs. A. Menefoglio, Miss Menefoglio, Mrs. B. Cartwright Jr., Miss E. Williams, Mrs. C. Short, Miss A. Buchanan, Bruce Cartwright Jr., Harry Gaylord, Mrs. Ned Austin, Mrs. M. F. Peter, Mrs. J. Leal, Geo. Desha, Mr. and Mrs. J. A. Parker.

The Mutual Telephone Company has bought from W. H. Rice a lot in the Fairview tract, Lihue, containing 53,131 square feet, for \$1500.

This purchase is for a new wireless station site, as J. A. Balch, vice president of the Mutual and superintendent of its wireless department, stated this afternoon.

"I am building a new station at Lihue," said Mr. Balch. "It will be situated just opposite the new court-house and next door to the Fairview Hotel."

"I am putting in a very modern station, 3 kilowatt, with good dwelling quarters, at a cost of about \$3000 or \$10,000. Our engineer, L. W. Branch, is now there constructing it. It will probably be in operation within two months."

"This new station is to supercede the station I have at present in use, which is situated on the beach about two and a half miles from Lihue. The old station is quite inaccessible to the public, and another thing it is a very old station, erected in 1902."

"This station is part of the inter-island system. We have a working agreement with the Marconi company."

## WEATHER TODAY

Honolulu, T. H., Sept. 12.  
Temperature—6 a. m. 73, 8 a. m. 79, 10 a. m. 79, 12 noon 82; minimum last night 71.  
Wind—6 a. m., 4 miles, NE; 8 a. m., 1 mile, E; 10 a. m., 3 miles, SE; 12 noon, 9 miles, S; movement, past 24 hours 126 miles.  
Barometer at 8 a. m. 29.94; dew point at 8 a. m. 68; relative humidity, 8 a. m., 62; absolute humidity, 8 a. m., 5.573. Total rainfall during past 24 hours, 0.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Sept. 12, 1912.  
HILO — Sailed, Sept. 11, S. S. Enterprise, for San Francisco at 8 p. m.  
HONOIU — Arrived, Sept. 12, schr. Muriel, from San Francisco.  
SAN FRANCISCO — Arrived, Sept. 12, 1 p. m., S. S. Ventura, hence Sept. 6.  
HILO — Sailed, Sept. 10, S. S. Mexican, for Salina Cruz.

Aerograms.

S. S. NILE — Will dock at Alakea wharf about 4 p. m. Friday and sail for Yokohama about 10 a. m. Saturday.

U. S. A. T. THOMAS — Will arrive from San Francisco early tomorrow (Friday).

## ODDS AND ENDS AT THE PORT

With a large general cargo from the East coast of the United States, transhipped at Tehuantepec, the American-Hawian freighter Alaskan is reported as on the way from Seattle to Honolulu.

The American schooner Ludlow, lumber laden, is en route from Grays Harbor to Honolulu, the windjammer having sailed from the Washington port on Tuesday.

Mail forwarded to the Coast in the Matson Navigation steamer Larkine arrived at San Francisco at 5 o'clock yesterday morning.

Sailing from Hilo on May 19, the American ship John E. Ena, with nearly 5000 tons of sugar, arrived at Delaware Breakwater yesterday.

Harbor Officer Carter placed under arrest Clive Gerard, who is alleged a former field artilleryman, who was found, stowed away in the liner Wilhelmina. As the man possessed necessary papers from the military authorities, he was not held.

Sailing for the Coast next Wednesday, the Matson Navigation steamer Honolulu will carry a goodly shipment of sugar and a quantity of pineapples.

Shortly after 6 o'clock last evening the Canadian-Australian liner Makura sailed for Suva and Sydney. The vessel carried thirty passengers from Honolulu in the several classes.

The Thomas, from San Francisco, is due to arrive at Honolulu early tomorrow morning. The vessel will not make an extended stay at the port, but will proceed to Manila by way of Guam without delay.

The Pacific Mail liner Nile, from San Francisco, due to arrive here tomorrow morning, is bringing down the next mail from the mainland.

Matson Tug

To Be Fire Boat

If the Matson Navigation Company will guarantee that the tug Intrepid will be manned twenty-four hours a day, ready to answer a fire alarm along the waterfront, that boat probably will be accepted by the Board of Harbor Commissioners as the official fire tug of the local harbor.

The Matson people volunteered the use of the boat recently for this work under a condition that it be given the privilege of the free use of water, the company maintaining the boat and the Territory contributing to the expense only in the matter of the water supply. The offer is still under consideration and at the commission's meeting yesterday afternoon the secretary was instructed to make the inquiry as mentioned above. If this is answered satisfactorily by the company, the offer is likely to be accepted.

The board has not yet definitely decided whether to ask for an appropriation for the purchase of the Claudine wharf at Kahului, and for \$9,000 for the construction of a boat landing at Kihel, Maui. The subject was discussed at some length but finally action was postponed until the next meeting.

The board finally adopted the regulations, introduced some time ago by Commissioner Wakefield, governing the handling and use of the Territory's fuel oil pipe line along the waterfront. The regulations as adopted are in effect substantially the same as those originally introduced, and which were published by the Star-Bulletin at the time. Arthur Davidson, manager of the Associated Oil Company, sought to have them modified, giving the companies control of the line, but the commissioners rejected his suggestion.

A pressman is wanted at once at the Star-Bulletin office.

## TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
9	2:30	2:10	2:30	2:10	2:30	2:10	2:30	2:10
10	3:32	1:9	3:14	1:52	3:14	1:52	3:14	1:52
11	4:07	1:7	4:00	1:38	4:00	1:38	4:00	1:38
12	4:40	1:3	4:44	1:30	4:44	1:30	4:44	1:30
13	5:30	1:5	5:12	1:28	5:12	1:28	5:12	1:28
14	6:30	1:6	5:43	1:54	5:43	1:54	5:43	1:54
15	7:12	1:6	6:11	2:10	6:11	2:10	6:11	2:10

New moon Sept. 40 at 5:47 p. m.

## FISHER HEARING

(Continued from Page 1)

morning by Secretary Fisher. He told of Waiwala's operations, the plantation having about 11,000 acres under cane, the leased lands amounting to two-thirds of the whole and none of it being government land. There are about 500 stockholders in the plantation, about 100 of whom live on the mainland. Three large tracts of leased land are owned by the Bishop estate, the Holt estate and the Gay estate. Most of the plantation lands are in cane, but on the upper slopes some pineapple companies or individuals engaged in growing pineapples on tracts of from 5 to 30 acres on ten-year leases at a rental of \$10 per acre for selected lots. On large areas and not selected leases are as low as \$7 per acre. Orientals are the holders, no Caucasians being tenants, said Mr. Goodale.

Manager Goodale said he himself began as a small cane grower just after the old reciprocity treaty with the United States was negotiated and fold of his experiences on what is now Hawaiian Agricultural Company, operating on a 200-acre tract.

Asked as to his opinion of the practicability of installing a system of small cane growers here, Mr. Goodale said:

"I think the difficulties are almost insurmountable."

He then went into the difficulties, pointing out the enormous expense of building irrigation systems, railroads, mills, etc.

"In harvesting a crop it is necessary to run a mill full time. Any delay is expensive. In harvesting the crop it is necessary to take off large areas systematically," he said, pointing out the necessity of doing plantation work on a big scale. He said the plantation cannot undertake to meet the wishes of small cane growers in taking off individual crops.

Asked for an estimate as to a minimum size holding, he said at least 250 acres. He said a less size would not be "worth bothering with."

Secretary Fisher questioned the manager at some length regarding the use of water on the tracts of land under the present system and under a system of smaller holdings, referring to the possibility of government ownership of the water rights. Manager Goodale saw a number of difficulties in the way of handling water to a number of small consumers. He thought generally speaking it is wiser in a case of water shortage to concentrate the water than to spread it out, and under a system of small holders all would have to be treated alike and the total sugar output would suffer in comparison to irrigation by the other method.

Mr. Fisher went on in this line of inquiry to apply it to the milling and harvesting operations. He thought it quite possible that part of the operations in the field might be done on an organized scale for many small growers, such as plowing. Time and "some hard knocks" would be necessary to get an effective cooperation between small farmers, he prophesied.

Quered as to the efficiency of various classes of labor, Goodale thought Chinese labor the best for routine. He said Hawaiian labor is as good as the best where it is available. He said the Japanese are good at organization under their own supervision. He said the Spanish immigrant laborers are often from cities and have to learn the business, the Portuguese being more usually of the agricultural class.

Mr. Fisher then began to ask about

the quantity of land a single homesteader should be able to handle, with laborers under his supervision. Goodale thought one man and his family could take care of 8 acres per individual, and that ten acres would be a maximum.

Against Homesteading.

Then Mr. Fisher asked him as to his opinion of the desirability of homesteading the cane lands. Mr. Goodale said there is no question as to its desirability. Fisher asked him if it is feasible in view of all conditions.

"I think that it is not," said Mr. Goodale, and repeated this answer clearly.

Attorney Ashford then questioned Goodale in some detail as to the leasing system used by Waiwala, and the price. Goodale said Waiwala charges \$30 per ton for manufacturing, hauling, shipping, selling etc. He thought this price was "not far from right," and told of how it came to be made some five years ago. Then followed a long discussion as to crop costs, leading to a statement by Goodale that it cost him more than \$200 an acre to bring cane to maturity.

Future Sugar Prices.

At this point came a declaration by Mr. Goodale that the sugar man, looking forward over a ten-year period, should figure on an average gross return of less than \$70 per ton of sugar.

Secretary Fisher took a hand in the discussion and began figuring on cost of production, using figures furnished by Goodale as a basis. Estimating a yield of 6 tons of sugar per acre, the Secretary gathered statistics from Mr. Goodale giving a cost of \$43.95 per ton of sugar, or \$263.70 per acre. Mr. Fisher then took up the cost of marketing, which was given as \$13 per ton delivered in New York. Mr. Fisher figured that on these figures Goodale would make only \$24.05 a ton profit. Then he asked Mr. Goodale:

"What I would like to ask you is how can you stay in the sugar business at all?"

"I don't know what you mean," said Goodale.

"What I mean," said Fisher, "is how, with all your investment you have told about, heavy interest, etc., you are making any money—how you are not making a net annual loss."

Fisher wanted to know if the homesteader, whom it would cost ten percent more to raise sugar, could make any profit at all, and Goodale doubted it.

Goodale's Figures Talked Over.

Fisher asserted that according to Goodale's figures the small planter would be losing \$2 a ton on every ton of sugar he produced in cane, his expense being \$6 per ton more than it would cost the large planter. Goodale figured it cost the manufacturer approximately \$30 a ton to handle the cane from the car and up through the manufacturing processes to the final refined product. Mr. Fisher went into the details of these figures, ascertaining how the various items were estimated.

Goodale said the Waiwala mill figured an interest income of 5 percent on its investment of something like \$7,000,000. He said this was on the amount invested, not the capital, which he asserted is only about \$4,500,000.

"How can any man afford to go into the business, if these figures you have given are the real items of expense?" Fisher asked.

"That's what I say," replied Goodale, "it is a very poor business, especially for the small grower." He made no denial of the Secretary's statement that the figures showed even the large company must be losing money on its investment.

Attorney Ashford again took up the discussion, asking regarding the comparative figures for 1911 and 1910 for the Waiwala.

Secretary Fisher remarked after a few moments' digressive talk, that he understood the Waiwala had recently paid a dividend of 12 to 14 percent on its investment. He noted this of the Waiwala, which apparently was paying only 10 percent on the capitalization, which did not account for interest on the investment.

Finally he asked, "In other words your plantation is not worth now, as much as has been invested in it?"

"That may be true," was the reply.

Attorney Olson then asked how long it had been since his company had paid a dividend. Goodale replied that the last dividend was paid in 1908.

Goodale said that in discussing the cost of cane cultivation by the home-

## Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1892. Issued Daily and Semi-Weekly by

HONOLULU STAR-BULLETIN, LTD.,

Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON, General Business Manager

MEMBER ASSOCIATED PRESS.

FLAT RATE FOR DISPLAY ADVERTISING OVER 3000 INCHES. UNTIL JAN. 1, 1913 (Preferred Position 20%) .....15c PER INCH TRANSIENT RATE, \$1.50 first insertion and subsequent issues pro rata. CLASSIFIED, One Cent per word—30 cents per line per week.

AVERAGE DAILY CIRCULATION JULY AND AUGUST 1912

MAIN OFFICES ..... 1055 ALAKEA STREET  
Telephone—Editorial Rooms 2185; Business Office 2254  
BRANCH OFFICE ..... MERCHANT STREET  
Telephone 2345

SUBSCRIPTION RATES:  
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He was thinking of those home-

steads now on the land, not differ-

entiating especially between the Amer-

ican-born homesteader or the Portu-

guese.

Fisher asked if any official audit of

the Waiwala books had been made, as

a result of the figures shown by Good-

ale. Faxon Bishop, called upon to an-

swer this, said an exhibit was made

regularly to the Territorial Treasurer.

E. Faxon Bishop's Ideas.

E. Faxon Bishop was then called to

the stand. He stated he came here

in 1883 and is connected with C. Brew-

er & Co., with which he first became

"associated" as office boy.

He said that assuming that all con-

ditions were favorable, there wouldn't

be any difficulty in raising a bond issue

as high as 50 percent of a sugar com-

pany's capitalization, on a 6 percent

basis.

"The more I think of this home-

stead situation the more I get fud-

dled," he said, in answer to the Sec-

retary's query.

"I think it is largely due to political

misinterpretation.

"The law on homesteading here is

topheavy. This idea that the public

lands should be divided up among the

people. The people rushed in and

jumped onto the land, thinking they

were getting in on a soft snap, not

realizing what they were up against.

"The cane lands which the govern-

ment leased to the plantations 25

years ago at a nominal sum, and was

glad to have taken and developed, are

now highly valuable, due to the devel-

opment. The homesteaders, I believe,

were not looking so much for homes

as they were for speculation."

He then told of Waiwala, where he

said the best start was made, where

the land was most promising, the